

PROTECTION OF THE LUMBER INTEREST.

In the following article from the *Saginaw Spirit* of the Times, certain evils and disadvantages to which the interests of the lumbermen of Michigan have been and are subject, are clearly and forcibly, though briefly, stated. The object from its importance, and from the evils long endured by lumbermen, will at once, doubtless arrest their attention, and unite them sufficiently upon some plan to remedy existing evils. This vast interest, like the milling interest of Michigan, has been subject to the caprice and cupidity of factors, commission men, inspectors, &c., residing at points of market, and however humble and submissive the millers may have been, we are glad to perceive that the lumbermen, who as a class are second to none in point of intelligence and energy in the State, are about adopting a different principal of action. [Det. Advertiser.]

"It is a subject of general complaint with those engaged in the lumber trade, throughout this State that there does not exist any established laws, rules, or understood regulations whereby a fair and equitable inspection of lumber may be had; or which secures to the manufacturer a proper and just standard. In the classification of the different qualities of lumber exported, they are all subject to a variety of inspection laws, differing widely in their character, and justice in the inspection is scarcely attainable, even though particularly defined by specifications in a contract. The manufacturer here, ships a cargo of lumber to some eastern or western port, made up as he supposes, of equal proportions of the different qualities, and he is not unfrequently disappointed at the receipt of a bill of sale, in which he finds the qualities, returned far below their actual standard. And there is no redress in this case. It is an easy matter for the purchaser in Albany, Buffalo, Cleveland or elsewhere, to obtain from an inspector a return favorable to his interests; and we hazard little in saying that many engaged in the business would not hesitate, for a trifling consideration, to make such a return as will give satisfaction to his employer. There is no reason why this state of things should longer exist.

The magnitude of the lumber interests of this State—now first in the Union—the immense amount of capital employed, its rapidly increasing importance, and the great number of persons employed in its manufacture, will warrant the adoption of a system by and within themselves which shall obviate effectually, the difficulties complained of.

Maine, for so long a time the principal lumber mart, and in a measure controlling the trade for years, is fast sinking in importance, and does not produce half the quantity that she did in former years.

Western New York and Northern Pennsylvania are pretty nearly stripped of their valuable pines, and Canada, though rapidly increasing in the quantity of her manufactures, cannot be successful competitors with Northern Michigan, simply because the quality of lumber is infinitely inferior to that produced here. We may be said to stand alone; the highest on the list of lumber, producing greater quantities and superior qualities to any other section of the Union.

In view of these facts, why should they be subjected to the caprice of a foreign standard of inspection, or the cupidity of dishonest inspectors, when the remedy is in their own hands? Of late this subject has been warmly discussed, and an anxiety manifested to remedy the evil.

It is suggested by some, to establish a standard of inspection throughout the State, which shall be uniform in its character, and to make no sales of lumber except by the established standards.

It is also suggested that the manufacturers of the State retain their lumber until August or September in each year; or at any time which will insure its transit to market before the suspension of navigation, and sell by auction and by the recognized standard, in lots to suit purchasers, and upon whatever terms may be agreed upon.

The advertisement of these lumber sales throughout the Eastern and Middle States, would bring large numbers of purchasers, and the sales, from their magnitude would insure attendance, and save the manufacturers a world of anxiety in the shipment, delay and annoyance.

Other projects also have been suggested, but we deem it unnecessary to recapitulate them, our present object being to call the attention of those engaged in the manufacture of lumber to the evils complained of, and to awaken, if possible a sense of the importance of adopting some measures for self defence, security and benefit.

It is also proposed that the lumbermen throughout the State, assemble in convention at Detroit, during July or August, to take into consideration these subjects so important to themselves and to effect a combination, and a mutual understanding for their government in future.

There can be no difficulty in the way of accomplishing this matter. The importance—the magnitude of this interest is well known, and its increasing prosperity apparent to all engaged in the trade, and there is no reason why such a combination, having for its object, the establishment of a home standard of inspection and their better security, should not be accomplished. Will our friends engaged throughout the State, take this matter early into consideration, and to facilitate the work, communicate their ideas on the subject. Will that portion of the press located where the lumber interest exists call the attention of their readers to this subject and these suggestions.

An informal meeting was held a few days since on this subject, and the following gentlemen appointed a committee of correspondence: W. H. SWEET, G. D. WILLIAMS, CURTIS EMMERSON, DANIEL JOHNSON. Communications from lumbermen throughout the State, are respectfully solicited, addressed as above.

A law has been passed in England limiting the salary of the Arch Bishop of Canterbury at \$75,000, and the lowest Bishops' revenue at \$22,500. They now range from \$30,000 to \$90,000 a year. Who would not be a Bishop.

Mining operations seem to be going on in California with much vigor. It is estimated that double the quantity of gold will be taken out this year than last year. Machinery is being introduced at a hundred places.

THE GRAND RIVER TIMES.

HENRY PENNOYER, EDITOR.

GRAND HAVEN, MICH.

WEDNESDAY EVENING, AUGUST 6, 1851.

It will be well for the people of the Northern portion of the settlements of the lower peninsula of this State, to look well into the actions and doings of that little monster monopoly, called the Michigan Central Railroad, in connection with about a dozen Detroit gentlemen, owning property opposite Detroit, in Queen Victoria's Dominions. A plan has been devised by these two combinations for the pretended purpose of building up Detroit—to have the great Western Railway, through Canada West, diverge at London from the originally intended line and plan, to Port Sarnia, where it would connect with the Northern route from Port Huron, through the richest and most fertile portion of Michigan, to Grand Haven, which latter named route, has been once surveyed at the expense of this State, and as we have been credibly informed, the charter of which, is at the present time in the hands of a company that are abundantly able if they will, to build the same in three years, or less. The Central Railroad men, Mr. FORBES, Mr. BROOKS, and others, cannot be content with the very liberal charter that has been given them, and that too, by the votes of the counties on the line of the Northern Road through Michigan, while said Central Railroad charter turns out to be so very liberal that they are not even required to fence their road, but on the contrary, their charter which is a part of the statute law of the State, in connection with the common law, as laid down by the Supreme Court, gives them permission to kill all the cattle in the State, if they should stray on to, or across their track. Again this very liberal charter gives them permission to carry the citizens of other States at a less rate per mile over their road, than the citizens of Michigan; for instance, the man of business at Paw Paw, wishing to go to Detroit, is required to pay as much as the man from Illinois, Wisconsin, or any other Western State, whose travel naturally centres on that route, from New Buffalo to Detroit—the distance from New Buffalo to Paw Paw, is sixty-two miles by Railroad, at three cents per mile, amounting to one dollar and eighty-six cents in favor of citizens of foreign States, over the regularly gulled Michiganders, who have voluntarily, but unwittingly placed themselves in a position to have their feathers picked from them by this company. The privileges here mentioned are but a tithe of what are given and taken by the great and never to be satisfied chartered robbers of Michigan.

Now, what will be the effect of their new project, if carried out by the builders, and for the purposes of continuing the Michigan Central Railroad, and connecting it with the great Western Railroad, through Canada West; by building or aiding with Michigan funds to build, the road from Windsor opposite Detroit to London, instead of building a road direct from Detroit, on the American side of St. Clair Lake and River, to Port Huron? We answer, that if the road be built on the Canada side, as proposed, Detroit will be checked in her growth; the many improvements that are now going on in that flourishing city of 25000 inhabitants, would in a measure be stopped for the want of funds that now circulate there—it would have the effect of turning many of the gentlemanly Warehouse men, and business men from their present lucrative and independent business, carried on by them, into servants and menials of these Railroad companies, to obtain a living for themselves and families. Detroit would in a measure be Marshallized, many of those splendid structures and edifices now being built, would soon be lacking and begging for tenants and like many other places, a general neglect and decay would assume and take the place that is now filled by thrift and enterprise. Detroiters! when you see the projected connection formed by the Michigan Central with the Canada road at Windsor, you will then look calmly on and see the thousands that now throng the broad avenues of your beautiful city, daily passing directly from the cars, on board of the ferry boats to the cars, without even buying as much as one cigar from you—the thousands of dollars that are now left daily in Detroit, would be scattered along the line and at the extremities of the several Railroad routes.

We are of the opinion, that if Mr. FORBES and Mr. BROOKS would favor the building of a road direct from Detroit to Port Huron, on the Michigan side, instead of going into dark and benighted Canada, with their enterprise and funds, they would not only benefit their own condition, but that of the State; to whom we say, they should not be a little indebted in the way of good will. The road from Port Huron to Detroit would give to the Michigan Central Railroad, all the travel that would naturally be inclining South, from the great Northern thoroughfare, which in conception and survey, is a child of the same age, and born of the same good or evil spirit that brought forth the Michigan Central. Although our Northern has not matured as quick as the Central child—we have faith to believe that when our Northerner does mature, and when it reaches the full vigor of manhood, that it will be far more healthy than the Central. Let the Northern road be built if possible within two years and the carrying of lumber alone from point to point, will require more than half of the number of cars and mo-

tive power there is now on the Central road. This Northern road will run through the best wheat section of the State—travelers going through the State will form a more favorable opinion of the State at large, than they have by going through on the comparatively sterile track of the Central road—and when this track shall be completed, a traveler from Boston or New York to Wisconsin, Minnesota and the Northern part of Iowa, can reach his point of destination at least one day earlier than by any other route. If the Michigan Central Company had looked truly to their own interests two years since, and made a branch road from Battle Creek to this point, (Grand Haven,) and then with one or two fast steamers, like the Arctic, or Ocean, they would have secured to themselves all the travel from Wisconsin, Northern Iowa and Minnesota, for some time to come.

The Northern Railroad through this State is bound to be built, and its Eastern terminus must be Port Huron. Let every man and press in favor of this Northerner, speak out upon this subject; if the Central men are bound to desert the State, after fleecing it the best they know how, let them look in a different direction for Legislative aid and favor. It cannot be denied that Northern votes have carried every measure asked for, by that Company.

We have received a verbal message from JOHNSON BROADHEAD Esq., Ex-Consul, of Mexico and Chapultepec, that we are expected to lead off with our choice for President and Vice President, and our choice would probably be the choice of the Democratic party of this State. We are rather pleased to see this modest and retiring spirit manifested on the part of the present editors of the *Free Press* for it was once said that this paper had set itself up as dictator, and all that would not follow its lead must be read neck and heels out of the party. We shall wait for the decision of a National Democratic Convention before we hoist any man's name at the head of our paper as candidate for President. We think the *Free Press* will do well to follow in our large footsteps in this respect. For several years we have been in favor of a Michigan man for President and are of the opinion still, that our State ought to furnish the next President. Let the Democracy of other States make the nomination, if the choice of the National Convention should select a candidate from this State he would get a larger majority than was ever given by the State to any man before. Farther this deponent, Oh, hush!

Anson Lyman who was convicted of larceny by Justice MILLER, of Grand Rapids, on the 20th of July last, and made his escape from the officer while on the way to jail with good and heavy irons upon him, was arrested here last week by Z. G. WISSOR Esq., who rightly constituted himself an officer and "voiced," not swore, (Zeus never swears,) that the law, and its sentence should be duly executed upon the consummate and incorrigible thief of male and female under clothing. It proved upon his second arrest, that he had not more than got himself clear from his irons, with the aid of a friend, (who, we understand, is already known, and we believe would do well to run away) before Lyman commenced his business with stealing shirts and—, (we were about to write that other word but modesty forbids) boots and shoes, watches, knives, and anything that he could lift. He had a proneness to steal, and we think when all the facts are brought out, that Judge HARRIS will not hesitate to send him up for five or seven and a day.

We have been informed that the Post Master General has at last let a contract for carrying the mail from Grand Haven to Milwaukee, and that Capt. E. WARD, is the contractor.—Service to commence from and after to-day—to be carried each way three times per week; if this service is performed with a first class boat like the Arctic, we are confident the contractor will reap a harvest. There can be no more hauling off boats from this route, to run to the Railroad on the West shore, and thereby disappoint crowds of passengers—obliging them to take sail vessels, as they have heretofore.

We understand a reformation fever, is raging at Mill Point at such a rate that they have finally determined to enforce, and make every one living there respect and duly observe the provisions of chapter forty-one, of the revised statutes of 1846, in relation to taverns and other licensed houses. This is wholesome reform truly.

We have received every number of the *Michigan Farmer* that has been published under the editorial charge of WARREN ISHAM Esq., and in addition we preserve at the end of each year a bound volume. The matter contained therein is for the benefit of the farmers—many very many single articles published in the *Farmer* are worth more to them than the subscription price of the paper. Any farmer in this County that will take and read it, and thinks at the end of the year that he has not got the worth of his money, let him bring all the No.'s to us, we will take them and pay him his money back.

We have received two numbers of the *Ladies Keepsake*, edited by ASAHIEL ARBOTT, published by JOHN S. TAYLOR, 143 Nassau St., New York. It is truly a neat work and should be in the parlor of every dwelling house in the land.

The true distance from St. Joseph's Mo., by the Southern Pass, to Sacramento city, is nineteen hundred and thirty-seven miles.

PLANK ROADS.—The following sensible remarks in relation to the general utility of Plank roads, we copy from an article published in an Ohio paper some time since. There is no doubt but the attention of people in this section has been diverted from the subject by Railroad projects which were considered of more importance and which we hope to see carried out, yet we would turn attention at this time more particularly to the subject of Plank roads because we know they can be built.

Plank roads are emphatically the people's roads because, affording as they do to every person the best facilities for the travel and transportation, they cannot be converted into monopolies for the injury of one portion of community by another. Here is the article spoken of, and we doubt not it will meet the views of our readers: [Port Huron Commercial.]

"Every improvement which facilitates locomotion, is popular. It accords with the character and spirit of the age.

Railroads are of great importance. But like many of the good things of this world, they are expensive. They require a large amount of capital for their construction, and are beyond the reach of limited localities.

But we have a very excellent substitute in Plank roads, a comparatively modern improvement, whose virtues the good people of Yankeeedom have been quite slow to discover. Our Canadian neighbors have been quite in advance of us. In both provinces Plank roads have been in use for a number of years, and they work to a charm. Their excellence cannot be appreciated by those who have not tried them. They are cheap and durable and being available to every one are not liable to the objections which many honest men urge against "Railroad monopolies." In a wooded country, no other description of made road should be thought of. Ordinarily turnpikes, nine times out of ten, are impositions. They are seldom known to be turnpikes except by their gates, and their chief excellence consists in the facility with which they extract sixpences and shillings from the pockets of those who use them. McAdamized roads are good but expensive. Besides, in some parts of the country, the scarcity of material renders their construction impossible; and when built, they can only be maintained at a heavy expense.

But Plank roads may be built cheap, and maintained at a very trifling cost. Experience has shown, that, by being properly constructed originally, and properly attended to, they will last for ten or twelve years.

Good avenues to markets are essential to individuals and general prosperity. We must have Plank roads in every direction. They can be built. They are the best auxiliaries to good farms. Every new facility to reach a market at all seasons and in all weather, puts money in the pockets of those who produce marketable commodities. With the best harbor on the lakes, easy of access, Plank road in any direction, will always pay a good dividend."

The last paragraph though written for another locality, applies with equal force to this place.

OREGON.—We have Oregon dates to June 6. The *Statesman* comes filled with the returns of the general election of the 2d ult., for delegate to Congress, &c. From the indications, it was apparent that the gallant General and uncompromising Democrat, Joseph Lane, has been elected to represent the Territory at Washington by an overwhelming majority. The mismanagement of the Post Office is a fruitful source of annoyance at Oregon city. Differences have arisen between American settlers and the Hudson Bay Company, which has endeavored to prevent their settlement on lands granted by Congress under the provisions of the "Oregon Land Bill." The *Statesman* is a large and fair looking sheet, well conducted, and with a profitable advertising patronage. Its appearance is very creditable to the "craft" in the new Territory. [Free Press.]

HUNGARIAN EMIGRATION.—Every true-hearted American will rejoice to see the constant influx of Hungarian patriots into our country.—Almost every arrival at our seaports brings some of these ill-starred refugees to seek an asylum where they can breathe the pure air of freedom. The cities of German Europe are filled with them, engaged in making the necessary arrangements for expatriation. Large numbers of them have already passed through our city, on their way to Iowa and Wisconsin, and we hear of anticipated settlements in the Saginaw district of this State.

They will be welcomed by the people of the great North-west with warm hearts and open hands. Our sympathies have been heretofore warmly enlisted for these brave yet unfortunate people, and they will flow out towards them the more freely as our neighbors and fellow-citizens. [Free Press.]

Some workmen at Powers' Summit, on the Ohio and Pennsylvania Railroad, lately found a petrified snake, the size of which would seem to indicate that, in this region at least, that species of reptile has greatly degenerated. His snake-ship was found embedded in the solid limestone rock, some sixty feet below the earth's surface. Its size was enormous, being sixteen feet in length, and in the middle at least four inches in diameter.

A letter from London in the *Boston Traveler* says there is a register kept in the Glass Palace, in which all of our countrymen who visit the exhibition are requested to inscribe their names. The Hon. Abbot Lawrence's name heads the list. By this register there appears to have been 1500 Americans, up to the 28th of June, to visit the fair. [Chicago Journal.]

The Springfield Post says that there are living in the town of Lunenburg, in Mass., at the present time, forty-eight persons who were living when the Declaration of Independence was made. Several of them are over ninety years old. The entire population of the town is but thirteen hundred.

The Marquis of Lansdown, Ireland, has for some time been shipping the blind, paralytic and idiotic paupers on his estates to this country, and on their arrival they go to our poor houses. Thirty of this class, came into Boston last week, in one vessel. The authorities of that city have decided to send them back.—There are now 1,400 foreign paupers in the Boston Almshouse.

There were thirty-five cholera deaths at New Orleans during the week ending the 28th ult.

A SINGULAR ELECTRICAL PHENOMENON.—The New Bedford Mercury gives an account of a singular phenomenon, which occurred in that city on the 5th ult.

"A gentleman was sitting in his library reading, when his wife came in and seated herself in a rocking chair at the other end of the table.— Finding the solar lamp a little too far from her, she drew the chair over the carpet toward the table, partially raising herself in the chair, but not getting entirely out of it. The instant the chair moved an explosion took place exceedingly sharp, and loud as a Chinese cracker. He was somewhat alarmed by it, and the alarm was increased by an exclamation from his wife that she was hurt in the hand. The first thought was that some one had thrown a cracker into the window; but the window was closed. Upon taking his eyes from the book, a luminous body about the size and nearly the shape of the flame of a candle, was seen floating in the air and moving towards the opposite side of the room. It had nearly reached the partition when first seen and when it reached the wall it appeared to sink down behind the sofa, where it disappeared.— The color of the body was a bluish white. It was seen with great distinctness, so that its shape and color were accurately determined.— The room was filled with a pungent odor, which conveyed the impression that both woolen cloth and sulphur were burning. It was much the strongest at the spot behind the sofa where the meteor expired. Upon removing the sofa, two or three minutes after the explosion, the smell was so strong as to be highly offensive. It was as powerful as that which accompanies the ignition of a match. It was thought that the carpet was on fire. The hand of Mrs. C. was found to be burned near the knuckle of the fore-finger. The spot was about as large as a dime, and for a while was exceedingly painful. It was much discolored and somewhat swollen. It remains a dark purple and is painful to the touch."

We concur most heartily in the spirit of the following remarks from the *Richmond Republican*, on a subject which, we fear, has been too little noticed by the public press of the country. Our seminaries of learning should be studiously kept free from the mire of politics, and those institutions where the instructors have held themselves entirely aloof from political strife, are by far the most likely to promote in their students habits of thought and action, best calculated to fit them for a career of future usefulness and honor. [Free Press.]

"The worst influence which the Faculty of a College can exert upon young minds is to encourage them to plunge into the intoxicating waters of political strife. They will imbibe its passions, jealousies, and prejudices soon enough—to soon for their happiness and interests—without being stimulated to it by those to whom they look for guidance and instruction.

But of all politics those are the most unnatural and detestable which tend to inflame the young mind against its country. The purest patriotism is generally found in youthful breasts. The young heart looks to its country as to its mother, to whom it owes nurture, shelter, protection, and every earthly good. A cruel and tyrannical Government will alienate even the affections of the young, and rouse them to resistance. But when we see them inflamed against a good and parental Government, one whose influence has only been felt in kindness and love; to whom they owe liberty law, equality, freedom of religion, honor, peace and plenty; when we see them urged to hate, revile, and draw the sword against such a Government, we cannot but feel a degree of horror akin to that which we should entertain for a child who would array himself against a parent, and plunge a dagger into the breast upon which he hung during his infancy."

NEW YORK, July 22d.

The President has refused to interfere with the sentence of Douglass, Clement, and Benson, sentenced for murdering Asa Havens, second mate of the barque Glenn; and the execution will take place on Friday next.

We understand that Mr. Hobbie, on his late tour, effected an understanding with the British Consul at Havana, by which the American Consul is constituted a postal agent, and under certain regulations for paying over the postage to the country which may be entitled to it, letters can now pass to Havana as readily as from one State to another.

A similar arrangement has been made with the British Consul at Panama, for the Pacific as well as California.

Mr. Hobbie also recognizes a portion of the mail service in California.

Daily mails have been established between San Francisco, San Jose, Sacramento, and Nevada.

THE CAPITOL.—The Washington *Republic* informs the public, that the buildings to be erected in addition to the Capitol—of which the corner stone was laid on the 4th of July—are to be each one hundred and forty-two feet eight inches deep. They are to be placed at the distance of forty-four feet from the present Capitol on the north and south ends, and will be united to it by connecting corridors.

The Senate chamber will be seventy-eight feet by one hundred feet in the clear, and the Hall of the House of Representatives one hundred feet by one hundred and thirty feet; both these chambers will be placed in the western end of the new building.

KOSSUTH TO BE LIBERATED.—It is now stated by letters from England, from information derived from the English and foreign department, that Kossuth and his companions in Turkey will be very shortly shipped off abruptly by the Turkish government to the United States. They will in all probability, arrive in New York during the present month. This termination of the cruel detention of the illustrious Hungarian leader, is no doubt, in the first instance due to the remonstrances, of the American government, and the energetic interest and sympathy on his behalf, manifested towards him and the Hungarian cause, by the American people; Austria has at length, influenced by shame, policy, and fear, consented to let the Turks send him away, on the condition that he shall not put his foot on European ground, but be transhipped direct to America.

The new Liquor Law in this State takes effect on the 27th inst. The dealers say it is sufficiently stringent for all purposes. The "bond" required is the only difficulty about it. Few men of property will hardly dare run the risk for such a purpose. The liabilities are almost endless. [Det. Tribune.]